

CLASSIFICATION **SECRET**

COUNTRY	East Germany	REPORT	
TOPIC	Wittstock Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	19 January 1955
REFERENCES			25X1
PAGES	3	ENCLOSURES (NO. & TYPE)	25X1
REMARKS	This is UNEVALUATED Information		
			25X1
			25X1

1. The following aircraft and air activity were observed at Wittstock airfield between 16 November and 6 December 1954: 25X1

16 November. Individual flights were made by MiG-15s or U-MiG-15s.

1 December. At 1330, all dispersal areas were seen and a total of 21 MiG-15s or U-MiG-15s were observed including 2 alert planes at the eastern end of the runway, 2 at the take-off point, 16 in front of the hangars and 2 making local flights. No aircraft were seen in the open hangars. Two radio trucks were parked next to the alert aircraft. In the southeastern corner of the field there were 20 men being instructed by an officer and 20 soldiers drilling with carbines. 25X1

2 December. At 1800, two search lights were observed at the end of the runway near the Wittstock-Alt Daber road. The flare path along the runway was lighted. No air activity was observed.

6 December. No air activity was conducted. Two alert MiG-15s or U-MiG-15s were parked at the eastern end of the runway and one MiG-15 was in front of the hangars. At 1020, 1,400 soldiers arranged in companies were lined up in front of the hangars.

2. From mid-November 6 to 6 December, the Gadow-Rossow air force training field was not being used.

3. The following observations were made at Wittstock airfield between 19 November and 15 December: 25X1

19 to 30 November. There was no air activity except on 24 November, when day flights were made by MiG-15s or U-MiG-15s.

2 December. During the morning, one MiG-15 or U-MiG-15 took off and made a local flight. During the afternoon, individual flying was practiced by swept-back jet fighters.

3 to 9 December. No air activity was observed.

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10 December. MiG-15s or U-MiG-15s made individual flights and approaches at towed sleeve targets without firing.

11 to 16 December. There was no air activity by sweptback jet fighters except on 14 December when one MiG-15 or U-MiG-15 took off once and landed after a short time. Every day, a Po-2 with a 2-man crew landed at the field and, after about 45 minutes, again took off. The aircraft which arrived at irregular times always came from and returned toward the southeast. Almost every day between 1100 and 1600, when no air activity was conducted, the racing up of jet engines was heard for a short time. On 15 December, 4 MiG-15s of U-MiG-15s were parked at the eastern end of the runway.

4. On 15 December, the inner landing beacon, was still located in the eastern extension of the runway south of the large lake. A large barracks was under construction near the radio station. An umbrella-type antenna and a metmast with an unidentified antenna were seen on the hill 500 meters southwest of the airfield. A Dumbo-type radar set was observed from the direction of the gap in the fence near the hangars at the southern edge of the landing field.²
5. On 26 November and 5 December, 6 x 37-mm AA guns were emplaced in the southwestern corner of the field, 150 to 200 meters from the highway to Wittstock. The barrels and bolt mechanisms of all guns were covered with tarpaulins.
6. A firing range was in line with the gap in the fence between the highway leading to Dosse and another highway to Wittstock. The earth wall was about 250 meters west of the road. Several aiming silhouettes and other targets were about 75 meters north of the road. Three AA dummies were seen between the targets and the road. At about 1330 on 15 December, two Soviet soldiers wearing padded jackets left the training area, passed through the gap in the fence and proceeded toward the workshops at the field. One of them carried one box and the other two small boxes which looked like ammunition boxes for machine guns.³
7. At 1115 on 3 December, a train with 8 trucks and 1 tank truck was seen moving on the spur track toward the airfield.
8. No changes were observed on the radar stations or the radio stations at Wittstock airfield. No new sets were re-established near the bunker southwest of the athletic field. The Fishnet-type set and Kniferest-type set which had been dismantled there were not yet observed at other places of the field.²
9. No changes were observed in the AA gun emplacements. Construction work continued in the western extension of the runway west of the road leading to Alt Daber. From the fact that soldiers wearing artillery insignia were observed in the installation it was inferred that the installation was connected with the AAA.³

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1. Comment. Wittstock airfield is still occupied by one fighter regiment. A total of 21 MiG-15s or U-MiG-15s were observed. There was still very little air activity. 25X1
2. Comment. A Dumbo-type radar set which had not been observed for quite some time was once again seen at the southern edge of the landing field near the hangars. The Kniferest-type radar set and the Fishnet-type set were observed near the bunker southwest of the athletic field for the first time on 5 November 1954. 25X1
 25X1
3. Comment. According to a previous report, the construction area west of the road to Alt Daber was believed to be a firing range. 25X1
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4. 25X1

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This is UNEVALUATED Information

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1. The aircraft and air activity were observed at Wittstock airfield between 16 November and 6 December 1954:

25X1

10 November. Individual flights were made by MiG-15s or U-MiG-15s.

1 December. At 1750, 2 MiG-15s were seen and a total of 21 MiG-15s or U-MiG-15s were observed including 2 alert planes at the eastern end of the runway, 2 at the take-off point, 2 in the hangars and 2 making local flights. No aircraft were seen in the open hangars. Two radio trucks were parked next to the alert aircraft. In the southeastern corner of the field there were 20 men being instructed by an officer and 20 soldiers drilling with carbines.

25X1

2 December. At 1800, two search lights were observed at the end of the runway near the Wittstock-Alt Daber road. The flare path along the runway was lighted. No air activity was observed.

6 December. No air activity was conducted. Two alert MiG-15s or U-MiG-15s were parked at the eastern end of the runway and one MiG-15 was in front of the hangars. At 1020, 1400 soldiers arranged in companies were lined up in front of the hangars.

2. From mid-November to 6 December, the Gadow-Rosow air force training field was not being used.

3. The following observations were made at Wittstock airfield between 19 November and 15 December:

19 to 30 November. There was no air activity except on 24 November, when day flights were made by MiG-15s or U-MiG-15s.

2 December. During the morning, one MiG-15 or U-MiG-15 took off and made a local flight. During the afternoon, individual flying was practiced by swept-back jet fighters.

3 to 9 December. No air activity was observed.

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10 December. MiG-15s or U-MiG-15s made individual flights and approaches at towed sleeve targets without firing.

11 to 16 December. There was no air activity by swept-back jet fighters except on 14 December when one MiG-15 or U-MiG-15 took off once and landed after a short time. Every day, a Po-2 with a 2-man crew landed at the field and, after about 45 minutes, again took off. The aircraft which arrived at irregular times always came from and returned toward the southeast. Almost every day between 1100 and 1600, when no air activity was conducted the racing up of jet engines was heard for a short time. On 15 December, 4 MiG-15s or U-MiG-15s were parked at the eastern end of the runway.

4. On 15 December, the inner landing beacon, was still located in the eastern extension of the runway south of the large lake. A large barracks was under construction near the radio station. An umbrella-type antenna and a mast with an unidentified antenna were seen on the hill 500 meters southwest of the airfield. A Dumbo-type radar set was observed from the direction of the gap in the fence near the hangars at the southern edge of the landing field.²
5. On 26 November and 5 December, 6 x 37-mm AA guns were emplaced in the southwestern corner of the field, 150 to 200 meters from the highway to Wittstock. The barrels and bolt mechanisms of all guns were covered with tarpaulins.
6. A firing range was in line with the gap in the fence between the highway leading to Dosse and another highway to Wittstock. The earth wall was about 250 meters west of the road. Several aiming silhouettes and other targets were about 75 meters north of the road. Three AA dummies were seen between the targets and the road. At about 1330 on 15 December, two Soviet soldiers wearing padded jackets left the training area, passed through the gap in the fence and proceeded toward the workshops at the field. One of them carried one box and the other two small boxes which looked like ammunition boxes for machine guns.³
7. At 1115 on 3 December, a train with 8 trucks and 1 tank truck was seen moving on the spur track toward the airfield.
8. No changes were observed on the radar stations or the radio stations at Wittstock airfield. No new sets were re-established near the bunker southwest of the athletic field. The Fishnet-type set and Kniferest-type set which had been dismantled there were not yet observed at other places of the field.
9. No changes were observed in the AA gun emplacements. Construction work continued in the western extension of the runway west of the road leading to Alt Daber. From the fact that soldiers wearing artillery insignia were observed in the installation it was inferred that the installation was connected with the AAA.³

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[REDACTED]

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1. [REDACTED] Comment. Wittstock airfield is still occupied by one fighter regiment. A total of 21 MiG-15s or U-MiG-15s were observed. There was still very little air activity. 25X1

2. [REDACTED] Comment. A Dumbo-type radar set which had not been observed for quite some time was once again seen at the southern edge of the landing field near the hangars. The Kniferest-type radar set and the Fishnet-type set were observed near the bunker southwest of the athletic field for the first time on 5 November 1954. [REDACTED] 25X1

[REDACTED] 25X1

3. [REDACTED] Comment. According to a previous report, the construction area west of the road to Alt Daber was believed to be a firing range [REDACTED] 25X1

[REDACTED]

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[REDACTED]

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